

APPEAL TO RESCUE GREEN STAR LINE

Bondholders Ask Shipping Board to Readjust Contract in Order to Raise Cash.

In order to save the Green Star Steamship Company from bankruptcy its more than 2,000 bondholders, notably the Equitable Trust Company, have appealed to the United States Shipping Board for a readjustment of its contract, which would provide cash to pay current expenses until business improves.

The Green Star Company, organized in 1918, bought nine vessels from the Shipping Board at \$206 a deadweight ton, far above the present price, took over four which the board had sold to other companies, and together has a fleet of eighteen. It operated them all over the world until the bottom fell out of the shipping trade. In April, 1921, it defaulted in the payment of interest on its bonds, and has paid no interest since then.

The company owes the Shipping Board \$13,745,231 on a mortgage covering the nine ships. The total liabilities are \$27,558,251. Its only assets are the eighteen vessels, \$71,087 cash in bank, and certain sums due from insurance companies. Only two of the ships are being operated, and they are not paying expenses.

Of the bond issue, \$8,000,000 was floated by the Equitable Trust Company, which took \$50,000 worth itself and sold the rest to 200 other banks. The bondholders now ask the Shipping Board for relief on the ground that it is the Government's policy to place its ships in the hands of American citizens on an operable basis, and the price paid for these ships was far too high. They ask the Board to fix a new price, say \$100 a ton; and to give the company credit for the \$2,800,000 already paid by the company on account, the credit to be represented by the company receiving title to four of the ships, the others to be returned to the Government.

"The precise problem presented to your board," the petitioners say, "is whether it will insist on a forfeiture of the payments heretofore made or whether it will give credit for them on revised contracts at approximately current prices."

The Green Star Company was an outgrowth of the Nafra Steamship Company, begun by the Nafra Company, importers, of 120 Broadway, and Joseph Mercadante, the president, in 1904. The Nafra Company and Mr. Mercadante continue to hold the greater part of the Green Star stock.

FIRST POST-WAR TRIP FOR WHITE STAR ARABIC

The Old Berlin on Way Here to Enter Mediterranean Trade

The former North German Lloyd steamship Berlin, assigned to the White Star line, left Southampton for New York yesterday as the Arabic on her first transatlantic voyage since the war.

As the Berlin the steamship formerly was well known to American travelers and in the war was fitted out as a mine layer and sent cruising in the waters north of the British Islands. She planted a mine field which caused the destruction of the British battleship Audacious and was chased into a Norwegian port where she was dismantled and interned.

The steamship has been entirely refitted and will be put into the New York-Mediterranean service by the White Star line. The old Arabic, for which she has been renamed, was sunk in 1915 by a submarine.

SHIP ASHORE OFF PORTUGAL.

The Almansora's Passengers and Cargo in No Danger.

LONDON, Sept. 8.—The 1,200 passengers and cargo of the British Royal Mail steamer Almansora, which is ashore off the Portuguese coast, will be landed in Lisbon to-day, according to a telegram to the owners of the vessel from its commander.

Ten tugs are standing by the steamer, which is ashore on a sandy bottom, the commander said. A light northerly wind was blowing at 1 o'clock this morning when the captain's message was filed in Lisbon.

LOOKED FOR BURGLAR BUT FOUND A WIFE

Jamaica Policeman's Romance Bared After Two Months.

Patrolman Martin Gill of the Jamaica station, ten years on the police force and a sergeant in the A. E. F., was sent two months ago to look for a burglar reported at work in the home of Martin Klerman at 41 Union Park avenue, Jamaica. Instead of capturing a burglar, Patrolman Gill fell captive to a smiling young woman who opened the door for him.

The young woman was Miss Josephine Cregan, a maid in the Klerman home. They were married on Labor Day and moved to a home in Twenty-second street. Pushing. Patrolman Gill guarded the secret of his courtship and marriage from his fellow policemen of the Jamaica station as long as he could, but the secret came out yesterday when he was caught by a brother policeman going home with a carpet sweeper and a bouquet of flowers.

24 BANKS SUE CITY OVER TAX ON STOCK

One Per Cent. Levy Against Their Capital Unconstitutional, They Assert.

Twenty-four national and State banks doing business in this city filed summonses and complaints in the County Clerk's office in suits against Henry M. Goldfogge, president of the city Board of Taxes and Assessments, to set aside assessments of 1 per cent. made by the city against all outstanding capital stock. Attorneys for the plaintiffs said that most of the other national and State banks in this city are contemplating similar action.

In the complaint of the Hanover National Bank, which is virtually the same as the others, it is alleged that the assessment against the capital stock of national and State banks is unconstitutional. It is contended that it would, if collected, compel each holder to pay 1 per cent. on capital each year, whereas there is no capital tax against other corporations. The capital assessment levied against the banks, it is alleged, is discriminatory in that it calls for payments of tax levied against income would be.

If the suits are successful the city of New York will lose approximately \$5,500,000 in taxes this year.

Banks which are plaintiffs in the suits include the Gotham National, Corn Exchange, First National, Seaboard National, Irving National, Harriman National, Coal and Iron National, Chase National, the State, the Chatham and Phenix National, the National Park, the American Exchange and the Bank of America.

FORD INVITED TO BID FOR OZARK RAILROAD

Timber and Manganese in Territory, Says Promoter.

DETROIT, Sept. 8.—Henry Ford has been invited to purchase the defunct Missouri and North Arkansas Railroad when the railroad is sold at public auction next month. This was announced here today by Joseph B. Pile, representing the Joplin (Mo.) Chamber of Commerce, who, with other representatives of the territory, are in Detroit conferring with the Ford interests.

The railroad, said Mr. Pile, is 344 miles long and extends from Joplin to Helena, Ark. It passes through a heavily timbered country. Manganese deposits also are located in the territory served. Several Arkansas counties have no other railroad.

ACCUSED RADICALS OUT WITHOUT BAIL

One of Twenty Indicted With W. B. Lloyd Believed to Be in Russia.

Special Despatch to THE NEW YORK HERALD.

CHICAGO, Sept. 8.—Moves to forfeit the bonds of radicals recently convicted with William Broes Lloyd, Chicago millionaire Socialist, on a charge of conspiring to overthrow the Government, to-day disclosed that nine of the twenty involved are under no bonds. At least one of them is said to have fled to Russia.

The discovery resulted when Lloyd Heth, Assistant State's Attorney, went before Judge Pritch to request that the property schedule on the bond of Max Bedacht, member of the executive committee of the Communist Labor party, be seized by the State. Bedacht, whose home at the time of his trial was in San Francisco, is reported to have gone to Russia. Inquiry revealed that he gave no bond under the indictment on which he was tried either at his arraignment or after conviction.

Bedacht was arrested on the blanket indictment which charged him and the nineteen others with sedition in violation of the Illinois laws. He gave bonds and scheduled property as bondsmen for some of the other extremists.

Before this technically had been noticed by the State's Attorney the defendants were freed, pending action by the Supreme Court. It was discovered that some of Bedacht's property is listed on the schedule of the accused men, who are still under bond.

The oversight is similar to that at the trial of August Spies after the Haymarket plot. A capias never had been served on Spies and he was not legally under arrest until just before he was hanged.

WOODEN SHIP DEAL BEFORE PRESIDENT

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau.

Washington, D. C., Sept. 8.—The wooden ship knot in the tangled skein of the Shipping Board was laid before the President to-day when the Executive conferred with Joseph W. Powell, first vice-president of the Emergency Fleet Corporation. Mr. Powell would not discuss the conference beyond stating that it related to the wooden ships.

The only word obtainable at the Shipping Board was that the wooden ship deal would probably not be concluded for a week or ten days, this statement being made by Ralph Solitt, assistant to Chairman Lasker.

Time is the test

IT has been a year and a half since The Morning Sun and The Herald were amalgamated.

In that time advertisers have put the revitalized NEW YORK HERALD to every possible test.

The Verdict of Advertisers is that

"The New York Herald brings RESULTS."

BELOW is the standing of New York morning papers for the first six months of 1921 on some of the more important classifications.

The Times carries the largest lineage in each of these classifications. Figures below show the standing of the other papers.

Dry Goods

The most analytical and critical buyers of space in New York are probably the Dry Goods Stores. Newspaper advertising is the life-blood of their business. Here is the way they apportioned their advertising for the first six months of 1921:

HERALD	1,421,844 Lines
Tribune	1,289,514 "
World	1,220,736 "
American	1,157,728 "

Local Display

What Local Advertisers in general think of The New York Herald is shown by the following table. The figures are for the same six months, ending June 30th, 1921.

HERALD	4,068,022 Lines
American	3,698,714 "
World	3,685,677 "
Tribune	3,350,260 "

Real Estate

Reader responsiveness of a newspaper is certainly reflected in the volume of Real Estate Advertising carried. You will see below how The Herald stands head and shoulders above three other morning papers. Figures are for the same six months, ending June 30th, 1921.

HERALD	849,556 Lines
World	580,440 "
Tribune	397,552 "
American	255,016 "

Financial Advertising

People with money to invest are surely loyal to The Herald. Banks, Trust Companies, Bond Houses, Members of the New York Stock Exchange and other large Institutions know they can depend upon The Herald for RESULTS. That is why The Herald carries such a huge volume of this most desirable business. Figures are for the six months ending June 30th, 1921.

HERALD	624,154 Lines
Tribune	510,468 "
American	219,006 "
World	169,522 "

Automobile Advertising

Dealers and manufacturers alike realize the impregnable position of The New York Herald when it comes to selling a product that requires a substantial original investment and a constant maintenance cost. The figures below are for the same six months.

HERALD	310,828 Lines
Tribune	239,910 "
World	194,670 "
American	146,330 "

Total Display

In the Total Display Advertising, figures for the same six months as above, the result is even more impressive.

HERALD	5,128,366 Lines
American	4,643,202 "
World	4,616,701 "
Tribune	4,420,088 "

What do the above figures mean?

Just this:

Results make satisfied advertisers! Month after month, ever since the amalgamation, The New York Herald has had the support and confidence of the shrewdest buyers of newspaper advertising space. It has advanced rapidly in the Morning Newspaper Field because it has proven beyond quibble or cavil that it brings advertisers RESULTS.

To those who would make their advertising dollar go farthest, the above figures are of vital importance.

"You will do a larger business when
The Herald is on your schedule."

Note: The above figures are all taken from N. Y. Eve. Post Bureau of Statistics.

THE NEW YORK HERALD

Carlisle Rope Tires

The Easiest Riding Tire Built



WESTERN UNION TELEGRAM

RECEIVED AT
1264 SOJ. COLLECT NL 3 EXTRA
FY ALLENTOWN PENN AUG 26 1921
CARLISLE TIRE CORP
630 FIFTH AVE NEW YORK NY

MY PHILIPINE DUE BERBERG EQUIPPED WITH CARLISLE ROPE TIRES EASILY WON
THREE OF THE FOUR EVENTS TODAY AT FLEMINGTON SINCE EQUIPPING WITH YOUR
WONDERFUL TIRES MY CAR RIDES FIFTY PERCENT EASIER AND I ATTRIBUTE
MY SWEEPING VICTORY HERE TO CARLISLE TIRES THEY RIDE AND STEER
SUPERBLY ALL SPEEDS

IRA VAIL
DIRT TRACK CHAMPION 9088

Tire flexibility depends upon the manner of construction and number of plies of fabric or cord used. Carlisle rope tires are constructed with only two plies—making a wonderfully flexible tire.

Each Carlisle rope has unusual stretch, but at the same time great tensile strength. The carcass is unusually strong and tough, but the secret of the long life of the tire lies in its flexibility. It flexes without heat and yields to blows and strains without breaking or injury. Flexibility means easy riding and Carlisle rope tires are the easiest riding tires built.

Carlisle Sales Company, Inc.
J. E. DEMAR, President
235 West 58th St., New York City
Circle 4733
1200 Bedford Ave., Brooklyn, N. Y.

MAIL TODAY

CARLISLE SALES CO., Inc.
235 West 58th Street, New York.

Date

Please mail "Carlisle Introductory Campaign Card" entitling me to special discount on initial purchase of Carlisle Rope Tires (Tire sizes 32x3 1/2 to 37x5).

Name

Address

City

State

Size of Tire used